

M-1/M-102 Environmental Assessment

Presentation to Detroit City Council
November 13, 2003
11:30 a.m.

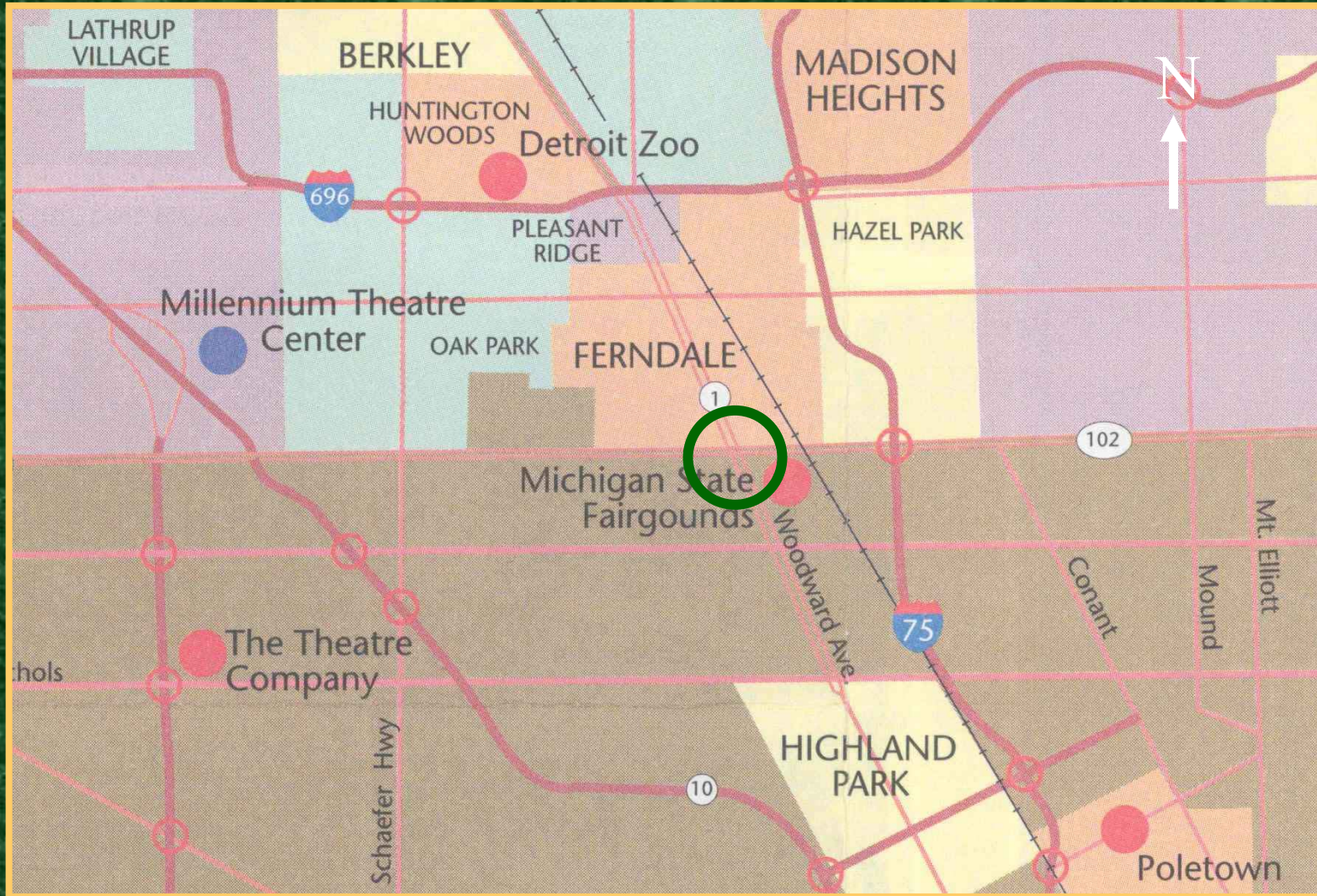
Agenda

- Purpose of presentation
- Review existing site conditions
- Project history, bridge conditions and history of intersection
- The National Environmental Policy Act (NEPA) study process
- Why we are doing the Environmental Assessment (EA) study
- Rehabilitation alternative and other area studies
- Public meetings, September public meeting, public involvement and legislative interests

Purpose of Presentation

- Explain the EA and NEPA study process that ensures that all parties have an equal voice in the process/outcome
- Explain the reasons for doing the study and review the history of the project
- Encourage everyone's involvement in the study

Project Location Map



History of Intersection

- Construction started in 1954 (\$3.386 M)
- Completed in 1956
- Reputed to be busiest intersection in Metro Detroit (130,000 vehicles per day)



Existing M-1/M-102 Intersection



Existing Site Conditions

Looking east from
center median of
M-102

NB and SB Woodward through traffic utilizes 3rd level bridge

**Turns to/from Woodward/Eight Mile
conducted on the 2nd level bridge**

**Service roads to/from
Eight Mile Road are
in all four quadrants**

EB and WB Eight Mile Road traffic utilize the underpass

Existing Structural Condition

M-1 bridge over M-102
(four span bridge-3 lanes)

- overall condition=poor (concern with deck and piers)
- deck showing signs of deterioration (spalling-flaking of concrete)
- underside deck also deteriorating condition (cracks and spalls)
- north and south piers (delaminations-concrete separating from steel reinforcing rods) and spalling



Existing Structural Condition

M-1 northbound service drive over M-102 (two span bridge-3 lanes)

- overall condition=“fair” (concern with deck and beam ends-where beams meet pier columns)
- asphalt overlay=“poor” (patches, rutting and deep spalls)
- joints (where sections of concrete meet)=“poor”
- underside of deck=“poor” (spalls, delaminations, minor cracks and wet areas)



Existing Structural Condition

M-1 southbound service drive over M-102 (two span bridge-3 lanes)

- overall condition=“fair” (concern with deck)
- asphalt overlay=“poor” (patches, cracks, rutting and spalling)
- underside of deck= “fair” (spalling, delaminations and wet areas)
- joints= “poor” (leakage and minor spalling)
- Pier and abutments=shallow delaminations and spalls



History of Intersection

- One of many tri-level grade separations in Metro Detroit
- First one planned in 1930 at M-102/US-24
- 1951-52 biennial report of Michigan Highway Department identified 32 highway grade separations

Project Limits



The project limits include M-1 in the City of Ferndale and City of Detroit approximately 500 feet beyond the touch down point of the M-1 bridge in each direction. The study area extends beyond this.

Land Use



Land Use

- Largely single family residential
- Primarily commercial and office front M-102 and M-1
- Michigan State Fairgrounds on SE corner
- Woodlawn Cemetery on SW corner

Why We Are Doing the Study

- To address on-going community concerns
- To identify the best solution for this intersection while:
 - maintaining existing traffic
 - incorporating aesthetics
 - accommodating future traffic volumes
 - ensuring bridge structural elements are safe
- To meet the requirements of the National Environmental Policy Act (NEPA) for Environmental Assessments and receive FHWA approval of the EA

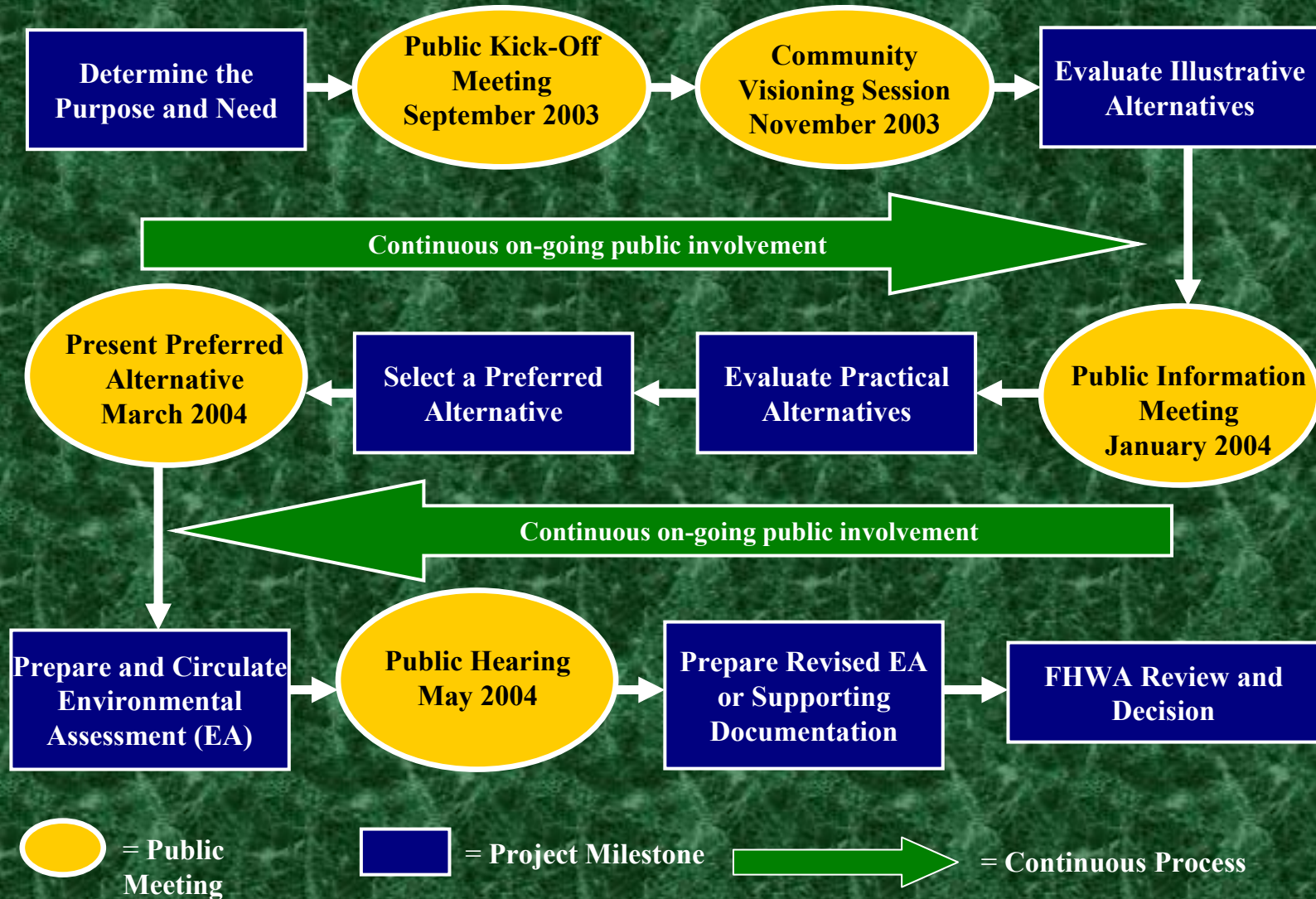
Project History

- March 2001 – Ferndale requests MDOT to reconsider the rehabilitation
- July 2001 – Rehabilitation project approved by SEMCOG's Executive Committee (2002-04) TIP with no comment
- July 2001 – MDOT completed a traffic feasibility study
- July 2003 – Due to on-going community concerns, MDOT hired a consultant and initiated an EA study

Other Studies, Projects or Proposals in the Area

- **Draft Environmental Impact Study (DEIS)**
I-75 Proposed Widening and Reconstruction
DIFT–Detroit Intermodal Freight Terminal
- **M-1 Signal Optimization**
M-1 north of M-102 through Pontiac (complete 2003-RCOC)
M-1 south of M-102 to Adams (expected completion 2003 MDOT)
- **M-102 Signal Optimization (data collection to Spring 2003-RCOC)**
- **Transit Studies**
Transit Signal Priority Technologies-Downtown to I-696-Scope Development
Woodward Transit Feasibility Study-completed in 2000; Next phase unfunded

THE NEPA PROCESS* & M-1/M-102 EA



*The National Environmental Policy Act (NEPA) of 1969 study process for an Environmental Assessment (EA) typically includes these steps.
All dates are tentative and subject to change.

Rehabilitation Alternative (2002)

- \$10.6 million allocated
(\$4.7 million-bridge and \$5.9 million-road)
 - Resurfacing of M-1 (Woodward Avenue-from North Ferndale City Limits to south of Jewell currently under construction)
 - Bridge rehabilitation
 - Approach work
 - Aesthetic treatments

Public Involvement

- Participate in public and Local Advisory Committee meetings
- Use the web site, project e-mail, or toll free phone number to express concerns and provide comments on the project

Public Meetings/Activities

- Meetings with Key Stakeholders – on-going
- Public Kick-Off Meeting –September 25, 2003 from 4-8 p.m. at Ferndale Edison Academy School
- Community Visioning Session –November 6, 2003 from 6:30-9 p.m.- Community Arts Building at the Michigan State Fair
- Public Information Meeting –January 15, 2004 from 4-8 p.m.*
- Public Information Meeting (Recommended Alternative) – March 11, 2004 from 7-9 p.m.*
- Public Hearing – Spring 2004 FHWA/MDOT Approval of EA – Summer 2004*
- Finding of No Significant Impact (Project Completion) – Summer 2004*

*locations to be determined

Public Information Meeting (9-25-03)

- Open house-103 people signed in
- 1200 invitations mailed
- 42 comment sheets submitted
- 90 disposable cameras distributed to facilitate Community Visioning Session



M-1/M-102 Environmental Assessment

Mailing Address – Sue Datta, AICP
MDOT – Metro Region
M-1/M-102 Study
18101 West Nine Mile Road
Southfield, MI 48175

Web Site - www.michigan.gov/mdotstudies
Toll Free Phone Number – (800) 270-5654

E-Mail Address – mdot-m1m102bridge-study@michigan.gov



Public Information Meeting (9-25-03)



M-1/M-102 Environmental Assessment

Public Kickoff Meeting Comment Sheet

September 25, 2003

Please let us know your concerns regarding the proposed improvements for the M-1/M-102 EA Project. Please use the space to provide your comments, thoughts, and ideas on the project. Please submit your comments in the comment box located near the exit or mail it. Attach additional sheets of paper if you need more space.

Name: _____

Address: _____

City: _____ State: _____ ZIP: _____

Phone: _____

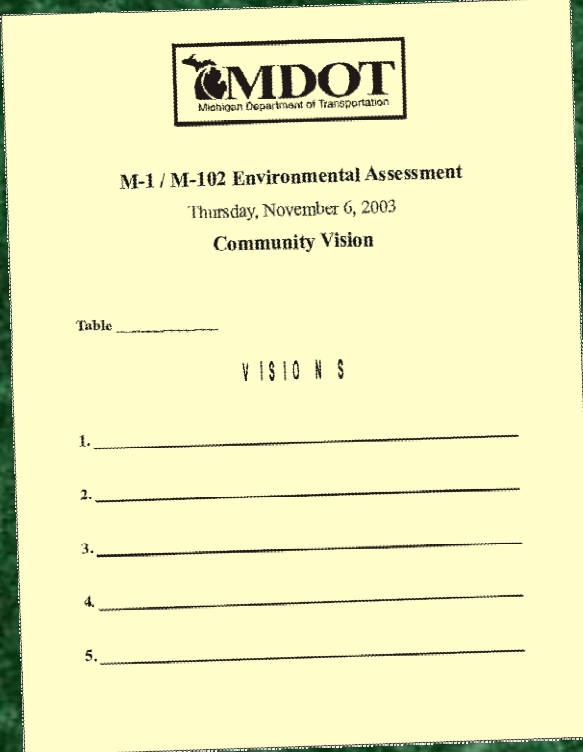
Comments: _____

- 41% of attendees submitted comment forms
- ✓ 28 request to leave bridge
- ✓ 11 request removal bridge
- ✓ 2 no opinion
- ✓ 1 related to another project



Community Visioning Session (11-06-03)

- 2100 invitations mailed
- Advertised in local paper, website, etc.
- 55 participants



The image shows a sample of a community visioning session invitation card. At the top is the MDOT logo (Michigan Department of Transportation). Below the logo, the text reads: "M-1 / M-102 Environmental Assessment", "Thursday, November 6, 2003", and "Community Vision". There is a line for "Table _____". Below that, the word "VISIONS" is centered. At the bottom, there are five numbered lines for responses: "1. _____", "2. _____", "3. _____", "4. _____", and "5. _____".

Community Visioning Session (11-06-03)

PRELIMINARY COMMUNITY VISIONS

- Walkable community (lushly landscaped, pedestrian friendly)
- Area of thriving neighborhoods
- Mass transit on Woodward Avenue
- Viable businesses that form a center of commerce and culture
- Use of Fairgrounds for community (parkland)

Public Input

- Additional 147 comment forms received since public meeting
- Total comment forms received to date=189
- Of the additional 147 forms, 145 are in support of leaving bridge as is
- One was to remove the bridge
- One did not have an opinion

Public Input

- Toll-free telephone messages received=16
 - ✓ 11 desire to keep bridge
 - ✓ 2 general questions
 - ✓ 2 to be added to mailing list
 - ✓ 1 regarding another project

Public Input

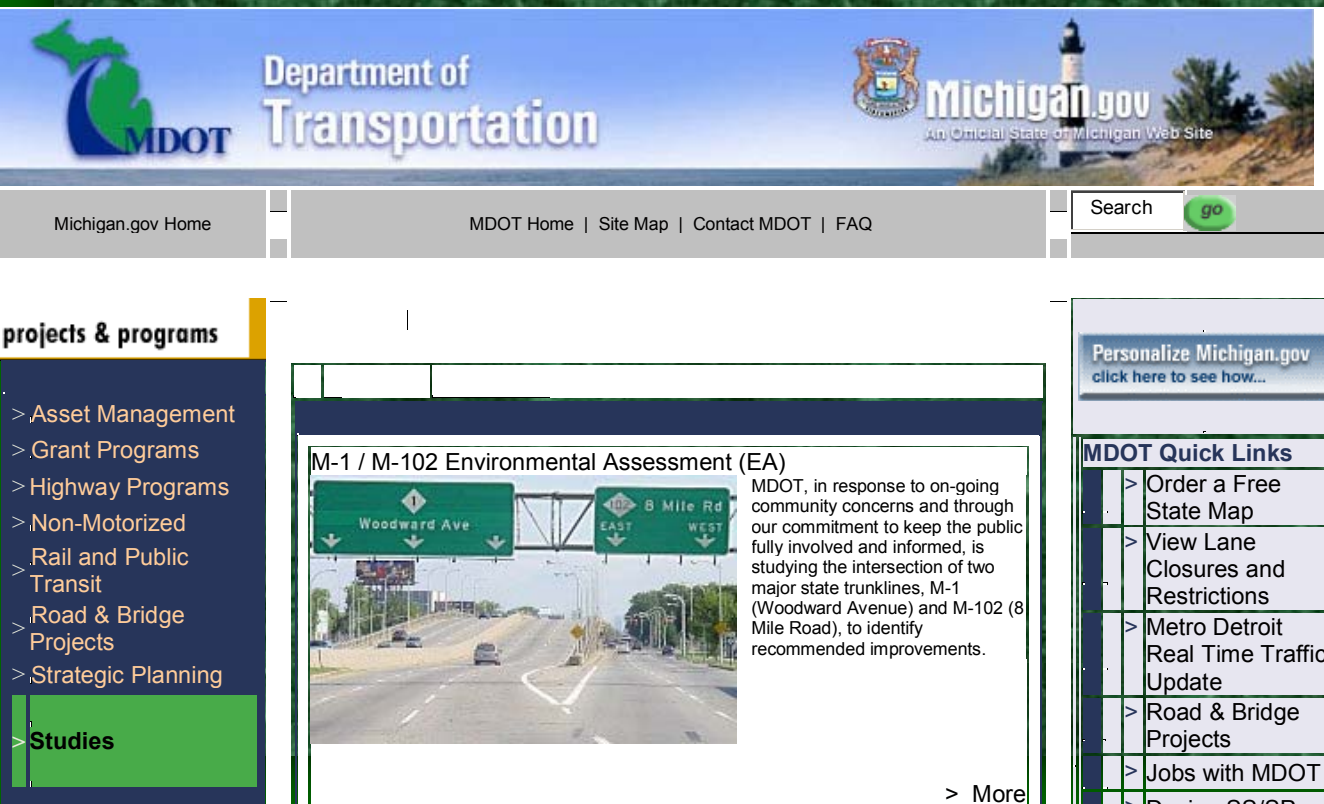
- Project e-mail=6
 - ✓ 3 desire to keep bridge
 - ✓ 2 to be added to mailing list
 - ✓ 1 for meeting location information

Legislative Interest

- July 2003-phone conversations with Hillarie Chambers (Congressman Levin's office) and Andrew Meisner (State Representative)
- October 9, 2003 (MDOT offices)-meeting with Senator Gilda Jacobs, Kris Young from Senator Buzz Thomas' office, Matthew Levin from Senator Gilda Jacobs office and Representative Andrew Meisner
- October 23, 2003-presentation and materials sent to Senator Debbie Stabenow, Senator Carl Levin and Congressman Sander Levin

For More Information, Questions, or Comments

- Web Site: www.michigan.gov/mdotstudies
- Toll-Free Phone: 800-270-5654
- E-mail – mdot-m1m102bridge-study@michigan.gov



The screenshot displays the MDOT website header with the Michigan.gov logo and navigation links. The main content area features a photograph of a highway interchange with overhead signs for Woodward Ave and 8 Mile Rd. To the right of the photo is a text box titled "M-1 / M-102 Environmental Assessment (EA)" describing the project. A sidebar on the left lists "projects & programs" and "Studies". A right sidebar contains a "Personalize Michigan.gov" link and a "MDOT Quick Links" section with various service links.

Department of Transportation

Michigan.gov
An Official State of Michigan Web Site

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click here to see how...

MDOT Quick Links

- > Order a Free State Map
- > View Lane Closures and Restrictions
- > Metro Detroit Real Time Traffic Update
- > Road & Bridge Projects
- > Jobs with MDOT

projects & programs

- > Asset Management
- > Grant Programs
- > Highway Programs
- > Non-Motorized
- > Rail and Public Transit
- > Road & Bridge Projects
- > Strategic Planning

Studies

M-1 / M-102 Environmental Assessment (EA)

MDOT, in response to on-going community concerns and through our commitment to keep the public fully involved and informed, is studying the intersection of two major state trunklines, M-1 (Woodward Avenue) and M-102 (8 Mile Road), to identify recommended improvements.

> More